

hold, but in an instant, by a violent effort, he threw himself to the other side, and again succeeded in getting both his feet on the edge of the drop. Calcraft, who had left the scaffold, leaped forward, and, with a cry, seized the man by the arm, and he was again suspended. The short relief the wretched man had obtained from the pressure of the rope by these desperate efforts, had probably enabled him to resist, and to the astonishment and horror of all the spectators, he a third time succeeded in placing his feet upon the platform, and again his hands vainly attempted to reach the fatal cord. Calcraft and two or three other men then again forced the wretched man's feet from their hold, and his legs were held down until the final struggle was over. While this fearful scene was being enacted the bells of the different neighbouring churches were ringing merrily upon the announcement of peace, offering a sad contrast to the melancholy proceeding.

PROVINCIAL PARLIAMENT.

The Finances of the Country.

(Continued from Last Week's Issue.)

Indeed, we have on both sides of the house indulged in so much political fervour in our debates, that I can hardly think that we would form an exception to the rule. But I do not wish to give the slightest occasion for painful feeling, and shall, therefore, confine myself solely to the matter before us. I will not go back beyond the period when we first accepted office—about 18 months ago. On that occasion, it will be remembered, one of the very first measures we brought down to this house was a proposition to extend our guarantee, which up to that time was confined to the sections east of Toronto, to section west of Toronto, merely that they might be allowed to derive a benefit from the use of the guarantee in anticipation of the execution of these lines. This was accepted by the House and from £10,000 to £50,000 were released by this action. The next demand made upon this house was last year, being an increase of £900,000 which amounted to something like 50 per cent. upon the estimated cost from Stratford to St. Thomas. That was also agreed to. At that period, when the bill was passed guaranteeing additional aid, a clause was introduced into the act, authorizing the Government, with the consent of the Governor in Council, to appoint "skilled engineers" to examine the road and take care that the guarantee was not released to a greater extent than the new arrangements. At the time the new arrangements were made, it was estimated that £1,800,000 would finish the work from St. Thomas, westward, and the House relied upon the Government taking such precautions, in releasing this guarantee that the work should be completed so as to correspond with the amount of the guarantee released. Two months ago, the work, remaining to be done was estimated at something like £1,000,000, and the amount we have at the moment released, amounts to £500,000, consequently the Government have on hand as a guarantee against all contingencies, an amount apparently exceeding the estimate cost of the work remaining to be done. I have not yet had an opportunity of examining the report of the engineers appointed by the Government to examine the line; but it is in the hands of my hon. friend the Attorney General West, who may take an opportunity of remarking upon it. But I understand that they concur in every particular with the estimate furnished by the Grand Trunk Railway Company as to the progress of the work, and we have now in hand a larger amount than will be sufficient to finish it. I think, therefore, the House should not be under any apprehension that, come what may, the contractors will be in a position to go on with their engagements. I regret to see that some doubt exists as to the power of the company and the contractors to carry on their work between the two limits, of Stratford to the West and St. Thomas to the East. I hope the prospect of peace and the recovery of the balance of trade, will greatly ease the money market, so as to enable the company to carry on their work with increased vigour. But at the same time I am bound to admit that, according to their own showing they feel the pressure of the times, and their position to a certain extent may cause this difficulty. They have not the same prospect before them of relief that other parties may have, in regard to their transactions in the money market, because their position as contractors is a mixed one, for they are not only contractors for the road, but part of the company as well. It will be remembered, at the commencement of the company, one-half of the shares were reserved for the English shareholders, the company agreeing to take up these shares, or hand them over before the expiry of the year to the contractors. The value of these shares having fallen, the opinion of the company was not to take them, consequently they were left in the hands of the contractors. From that period the stock has continued to fall, until it has arrived at a very depressed state, and opened only in consequence of the line being constructed in parts, although disconnected with the great trade of the country, it has been less productive than they had any reason to believe would be the case, when the works were finished. The contractors then, who are driven to find resources, not only as contractors, but as part of the company, to carry on the great work, which their two-fold position has rendered doubly hard, have submitted the proposition contained in Mr. Brasse's letter. That proposition is one of an unusual character. It proposes that the Government—for the benefits to be derived by Canada from the completion of this line of railway—should give the moderate guarantee of 5 per cent. upon the shares. The amount of the estimate of this guarantee, if we include the £3,000,000 necessary to complete the line, will not be less than £5,000,000 sterling, and it involves an additional £2,000,000. It is true that at the end of ninety years, the whole of the work would revert to the country. But the total amount of our liability by this guarantee would be £2,500,000, equal to about £250,000. But it may be contended—and with some force, too—that we shall not be called upon to pay the whole of this amount, because whatever advances are

profit from the working of the line, will go to make up part of that guarantee. I do not look upon this as a hopeless enterprise, on the contrary, I look forward with the brightest hopes to the result of the Grand Trunk, when in operation—that it will meet the expectations of hon. gentlemen—not the fullest expectations, perhaps, but—that it will yet reach a point remunerative to the stockholders in England. But it is one thing to entertain bright hopes that the line would pay, and another thing to become guarantee that it will pay. We have therefore, no right to enter upon a guarantee of that magnitude when we must be dependent upon the realization of our expectations for the means to fulfill our engagements. I will now for a moment refer to our financial position, for the purpose of showing that if we do not recommend an immediate relief to this work, it is rather because of our inability, than from any disinclination to do so. I will refer to the surplus revenues of the Province. I find our surplus revenue for the several past years was as follows:—In 1812 we had a surplus of £6,000, over and above the expenditure; in 1813, a surplus of £36,000; in 1814 a surplus of £67,000; in 1815, a surplus of £100,000; in 1816, a surplus of £700,000; in 1817, a surplus of £48,000; and in 1818, there was a deficiency of £24,800. In 1819 there was a surplus of £62,000; in 1820, a surplus of £172,000; in 1821, a surplus of £207,000; in 1822, a surplus of £283,000; in 1823, a surplus of £450,000; in 1824, a surplus of £470,000; and in 1825, £222,000. It will be perceived that except the two last years we have had no surplus revenue on which we could rely in entering upon so stupendous an undertaking as the one involved in the correspondence between Mr. Brasse and the President of the Grand Trunk. But I may also observe in regard to these last few years, the imports were extensive, and the past history of the Province would show that a year's large importation was generally followed by a year of reduced importations. I find that the largest amount of customs revenue prior to 1820, was in 1814. It was then £229,000. It was not, however, sustained at that, but fell in 1818 to £301,000. In 1819, it rose to £112,000 thus taking from 1814 to 1819 to recover what it lost from 1812. In 1820 the customs revenue was £538,000; in 1822, it was £703,000; in 1823, £986,000; in 1824, £1,168,000; in 1825, £881,000.

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1305 Lines and under, first insertion, 262s 6d; each subsequent insertion, 261s 6d; 1310 Lines and under, first insertion, 263s 6d; each subsequent insertion, 262s 6d; 1315 Lines and under, first insertion, 264s 6d; each subsequent insertion, 263s 6d; 1320 Lines and under, first insertion, 265s 6d; each subsequent insertion, 264s 6d; 1325 Lines and under, first insertion, 266s 6d; each subsequent insertion, 265s 6d; 1330 Lines and under, first insertion, 267s 6d; each subsequent insertion, 266s 6d; 1335 Lines and under, first insertion, 268s 6d; each subsequent insertion, 267s 6d; 1340 Lines and under, first insertion, 269s 6d; each subsequent insertion, 268s 6d; 1345 Lines and under, first insertion, 270s 6d; each subsequent insertion, 269s 6d; 1350 Lines and under, first insertion, 271s 6d; each subsequent insertion, 270s 6d; 1355 Lines and under, first insertion, 272s 6d; each subsequent insertion, 271s 6d; 1360 Lines and under, first insertion, 273s 6d; each subsequent insertion, 272s 6d; 1365 Lines and under, first insertion, 274s 6d; each subsequent insertion, 273s 6d; 1370 Lines and under, first insertion, 275s 6d; each subsequent insertion, 274s 6d; 1375 Lines and under, first insertion, 276s 6d; each subsequent insertion, 275s 6d; 1380 Lines and under, first insertion, 277s 6d; each subsequent insertion, 276s 6d; 1385 Lines and under, first insertion, 278s 6d; each subsequent insertion, 277s 6d; 1390 Lines and under, first insertion, 279s 6d; each subsequent insertion, 278s 6d; 1395 Lines and under, first insertion, 280s 6d; each subsequent insertion, 279s 6d; 1400 Lines and under, first insertion, 281s 6d; each subsequent insertion, 280s 6d; 1405 Lines and under, first insertion, 282s 6d; each subsequent insertion, 281s 6d; 1410 Lines and under, first insertion, 283s 6d; each subsequent insertion, 282s 6d; 1415 Lines and under, first insertion, 284s 6d; each subsequent insertion, 283s 6d; 1420 Lines and under, first insertion, 285s 6d; each subsequent insertion, 284s 6d; 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"Austria is following an analogous course, and the concession of her Lombardo-Venetic lines company, with Rothschilds at its head; the shares of which, although only 220 each, have been sold at 228 during the present week, and before their actual issue. The other German and Italian States are sure to follow the example, and Turkey, Egypt and all the remaining nations will likewise flood us with demands. They will merely have in each case to offer a guarantee of interest sufficiently high to meet the condition of the money market from time to time, and in proportion as their projects are brought out at a premium, our speculators will urge them to increase the number.

As the mania increases, there will be less and less disposition to exercise caution, and at last engagements will have been entered into which will require more than even the surplus capital of a hundred year could furnish; and a general break-up, like that of 1847 will finish the tale. It will take two or three years, however, for all this to come about, and meanwhile the Paris Bourse, and the London Stock Exchange will mutually enjoy saturnalia.

MARKETS.

NEWMARKET, April 30, 1856.
FALL WHEAT, 64 @ 65 1/2.
SPRING WHEAT, 58 @ 59 1/2.
OATS, 28 @ 29.
PEAS, 36 @ 37 1/2.
BUTTER, 20 1/2 @ 21 1/2 lb.
EGGS, 7 1/2 @ 8 lb. dozen.
LARD, 10 @ 11 lb. 25 lb. cask.
CORNMEAL, 10 @ 11 1/2 lb. cask.

NEWARK, April 30, 1856.
FLOUR, 46 @ 47 1/2.
FALL WHEAT, 58 @ 59 1/2.
SPRING WHEAT, 58 @ 59 1/2.
OATS, 28 @ 29.
PEAS, 36 @ 37 1/2.
BUTTER, 20 1/2 @ 21 1/2 lb.
EGGS, 7 1/2 @ 8 lb. dozen.
LARD, 10 @ 11 lb. 25 lb. cask.
CORNMEAL, 10 @ 11 1/2 lb. cask.

Toronto, April 30, 1856.
FLOUR, 31 1/2 @ 32 1/2 barrel.
WHEAT, 64 @ 65 1/2 lb. bushel.
SPRING WHEAT, 58 @ 59 1/2 lb. bushel.
OATS, 28 @ 29 lb. bushel.
PEAS, 36 @ 37 1/2 lb. bushel.
BUTTER, 20 1/2 @ 21 1/2 lb. bushel.
EGGS, 7 1/2 @ 8 lb. dozen.
LARD, 10 @ 11 lb. 25 lb. cask.
CORNMEAL, 10 @ 11 1/2 lb. cask.

NEW YORK, April 30, 1856.
FLOUR, 46 @ 47 1/2.
FALL WHEAT, 58 @ 59 1/2.
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NEW GOODS! CHEAP GOODS

THE Subscriber has much pleasure in informing his friends and the public generally, that he has purchased the Establishment so long and favourably conducted by R. H. SMITH, Esq., and is now opening out a LARGE AND CHOICE ASSORTMENT OF NEW GOODS

OF THIS
SPRING'S IMPORTATIONS,
Of the LATEST STYLES, adapted to the season and the wants of the community—a mong which will be found a good selection of STAPLE AND FANCY DRY GOODS,
CLOTHS, CASHMERE, DOE SKINS, &c.,

Boots, Shoes, & Gaiters,
Of American Manufacture,
For Ladies, Misses, Men and Boys, well worthy of an inspection. Children's Fancy and Durable.

HATS, STRAW BONNETS, & RIBBONS
Of the latest Parisian, English and American Fashions, in great variety.

AMERICAN TOOLS
Of the celebrated Rochester make,
With Philadelphia and Flint's Mill and Mallet S.A.H.S.

Bar, Rod, Plate, Hoop, Band and Scales
IRON, ALSO STEEL
Of the different kinds required by Blacksmiths.

TEAS,
GROCERIES, CROCKERY, &c.,
To which particular attention is invited.

PAPER HANGINGS & WILLOW-WARE
In endless variety.

READY MADE CLOTHING,
Made under his own personal inspection, by experienced workmen, in the most FASHIONABLE STYLE.

On the shortest notice, and warranted to fit.

MILLINERY SHOW ROOM
Will be opened for the Season, on Friday, the 25th instant.

When it will be found complete with all that is new and desirable in Silk, Satin, Crapes, Tulle, Straw, &c.

FANCY BONNETS, DRESS CAPS, HEAD DRESSES, SILK CAPES, &c.
Millinery made to Order, in the best manner and on short notice.

M. W. B. Invites an inspection of his stock of Goods, and hopes by strict attention to business to merit and receive a share of patronage, with which his predecessor was so liberally favored.

M. W. B. BOGART,
Newmarket, April 17, 1856. 191

AGRICULTURAL
IMPLEMENT
MANUFACTORY.

HOLLAND LANDING.

CALL and examine our Stock of Implements before you purchase elsewhere, which consists of:

REAPING AND MOWING MACHINES,
THRASHING MACHINES,
SEED DRILLS, CULTIVATORS,
PLOUGHS, TURNIP DRILLS,
STRAW CUTTERS,
ONE HORSE STEEL HOES,
HORSE RAKES, &c., &c.

These machines are all warranted to be made of the best material.

J. WALTON, & CO.
Holland Landing, April 22, 1856. 191

DONALD SUTHERLAND
BEGS to inform his customers and the Public, that he has now received his

SPRING SUPPLIES
OF
STAPLE AND FANCY DRY GOODS,
which from
CHEAPNESS VARIETY
AND NOVELTY OF FASHION,
Cannot be surpassed.

All Goods marked in plain figures and one price strictly adhered to.

The Stock consists in part of:
FRENCH MERINOS, PRINTED DELAINES,
DELAINE, COLOURED,
SILKS, SHAWLS,
RIBBONS, LACES,
FLOWERS, HOSIERY,
GLOVES, PARASOLS,
Also a large quantity of
DRESS TRIMMINGS,
CARPETS AND DAMASK,
BONNETS AND STRAW GOODS.

WEST ENGLAND, FRENCH
AND GERMAN BROADCLOTHS,
BLACK AND COLOURED
CASSIMERES, DOESKINS,
TWEEDS, SUMMER COATINGS,
BEDFORD AND WINDSOR
TROWER COATS, AMERICAN
SATINETTS, DRILLS, &c.
SILK VESTINGS,
WHITE AND FIGURED
MARELLES,
SARINIAN CHECK SILK,
CHAVATS, BEAD FUR
AND FUR, under the direction of an experienced Cutter.

A large assortment of
MEN'S & BOY'S CLOTHING
ADAPTED FOR THE SEASON, made up in his own Establishment, of the LATEST STYLE AND FIT, under the direction of an experienced Cutter.

GROCERIES,
HARDWARE,
CARPENTERS TOOLS,
CROCKERY,
CHINA AND GLASSWARE,
Of every description, always on hand.

THE HIGHEST PRICE
Given for Produce in Exchange for Goods.

CASH FOR WHEAT,
Newmarket, April 15, 1856. 191

COLUMBUS H. GROOM,
BARRISTER, dec., 57 King Street (East), Toronto.

DR. E. C. EDMONDS,
Surgeon Dentist,
RESIDES at W. C. ADAMS, D.D.S.,
HEREBY informs the Public, that he will be staying at
McLeod's Hotel, Aurora, the 13 and 14th of each month.

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